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SUBJECT GROUP 8000 - 8199 GENERAL ORDNANCE MATERIAL AMMUNITION AND  
EXPLOSIVES

## SUBGROUP 8020 - AMMUNITION AND EXPLOSIVES SAFETY

Ref: (a) NAVSEA OP 5  
(b) NAVSEA OP 4  
(c) OPNAVINST 8020.14  
(d) CNO WAIVER (Series)

8020.1 General. It is the policy of SOPA (Admin) Hampton Roads to maintain an effective, continuing, and aggressive explosive safety program throughout the Hampton Roads Area. The handling of ammunition and explosives (A&E) is subject to the mandatory explosives safety rules and regulations delineated in references (a) through (d). Given the nature of the mission, LANTORDCOM shares intrinsically in this responsibility. Additionally, a thorough understanding of, and adherence to these policies by ships, squadrons, and shore activities is crucial to the safe movement of A&E.

8020.2 Policy. As defined in reference (c), the following is germane:

a. A&E handling in port will be permitted only in those specific locations authorized by site approval with a proper explosives safety environment. Each authorized handling pier, berth, point or location shall have a site-approved, explosives limit based on the hazard class/ division of the A&E being handled.

(1) The Explosive Safety Quantity Distance (ESQD) arcs for ships/vessels carrying cargo ammunition, are based on the total NEW of cargo ammunition aboard the ship(s) plus the total NEW of the ammunition handled or staged on the pier, as defined in references (a) and (b).

(2) The ESQD for all other ships, less FBM submarines, is based only on the A&E actually being handled outside the skin of the ship or not secured onboard.

(3) The ESQD for FBM submarines is based on the total quantity of all explosives in any submarines not separated by above ground inter-magazine distance unless lesser distances have been previously approved by DDESB/CNO for a specific location. This applies only when a missile tube muzzle hatch is open and missile handling/maintenance is in progress.

(4) The piers at NAVSTA Norfolk and at NAVSHIPYD Norfolk are not sited for A&E evolutions due to the proximity of the piers to public traffic routes and inhabited buildings. A&E evolutions are conducted only as permitted by a current CNO Waiver. Based upon pier

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renovation projects scheduled for FY00 - FY10 a Secretarial Certification or updated waiver is being pursued.

b. The maximum NEW established as the A&E limit for the handling location will determine the size of the resulting ESQD arc, which will apply only to land, public roads and channels, and pier and wharf facilities, but not to other USN ships, with the exception of hospital ships.

c. The loading/off-loading of total shipboard A&E allowances will only be performed at ammunition terminals, explosives anchorages, or locations which are specifically site-approved for that purpose unless the total shipboard A&E allowance is less than the approved explosives limit for the pier. Cross-decking of ordnance will be determined on a case basis.

d. The loading or off-loading of A&E cargo will be performed only at ammunition terminals or explosives anchorages specifically site-approved for that purpose. Incremental loading of total shipboard allowances is not authorized. A&E loading evolutions aboard NAVSTA Norfolk, NAVPHIBASE Little Creek and NAVSHIPYD Norfolk are to be conducted only for "top-offs".

e. A&E will not be off-loaded to a pier unless suitable transportation is standing by nor will A&E be brought alongside a ship/vessels for loading unless the ship/vessels is ready to receive it. Activities with ammunition terminals may stage A&E on piers to meet immediate loading/off-loading requirements; however, the amount must never exceed the site-approved limit.

f. When locations not site-approved for A&E handling are deemed necessary to meet contingency plans, CINCLANTFLT shall provide these plans to CNO for prior approval. These plans can then be initiated as necessary, requiring only that CNO be informed of the start date and expected duration of their use.

g. Loading of fuel and handling of A&E shall not be conducted simultaneously by ships moored at the same pier. The transfer of sludge or other oily waste to a tank truck on the pier (or to a "donut") shall be considered in the same category as a fueling operation. Where the availability of a pier connection permits the discharge of such residue directly into a pier/shore collection system, no restrictions on simultaneous discharge and ammunition handling are required.

h. Oxygen, compressed flammable gasses, or any other highly hazardous material shall not be handled simultaneously with an ongoing A&E evolution at the same pier or at anchorage.

i. Logistics movements of Class 1, Divisions 1 and 2 A&E are limited to one evolution per import period for any ship/vessels except

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submarines. Submarines may move up to 24 weapons (changing out a weapon counts as 2 movements) per inport period. This limitation is not applicable at ammunition terminals or explosives handling wharves at ballistic missile sites. Chapter 7 of reference (a) provides specific details on obtaining authorization for more than 1 logistics movement or more than 24 weapons movements per inport period for submarines.

j. A&E logistics movements will not be conducted at any U.S. Navy port activity without the permission of the activity commanding officer or formally designated representative.

k. No hot work (e.g. welding) shall be performed at an ammunition terminal simultaneously while any form of A&E handling evolution is underway at the same pier or wharf. Specific requirements for hot work are provided in reference (b).

#### 8020.3 Guidelines

a. Weapon systems operability tests do not generate ESQD arcs. However, they must be coordinated to ensure required HERO and other conditions are satisfied.

b. Under no circumstances will an ordnance handling evolution be rushed, jeopardizing safety to meet previously scheduled commitments (i.e., tide window, pier side arrival time, etc.). Schedules must be determined based on the time needed to complete the evolution.

c. Before entering port, ships shall remove all marine markers and emergency signaling pyrotechnic devices from ready stowage and unlocked ready service lockers. The pyrotechnics shall be stowed and locked in authorized pyrotechnic lockers or magazines during inport periods.

d. NAVSTA Norfolk, NAVPHIBASE Little Creek and NAVSHIPYD Norfolk are permitted to conduct A&E evolutions at the piers in accordance with separate CNO Waivers, which specifically delineates the NEW limitations for each pier.

e. LANTORDCOM will limit the number of weapons handled on regional piers, and never exceed the number specified in reference (b) or in accordance with an approved CNO waiver.